

CASPIR Aircraft Accident Cards

Serial: AS561

Title: Airspeed Oxford Mk. I serial:AS561 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-October-17. Oxford s/n AS561. This accident involved 2 people. Sampson GG, Thain RA

Keywords: RAFOxford ,AS561,35 SFTS,35 Service Flying Training School,Aerodrome,1943-October-17,Sampson,ThainRCAF L20

Created: 1943-10-17

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001215#AS561>

ACCIDENT CLASSIFICATION

UNIT 35 S.F.T.S.		COM.	PLACE		DATE 17-10-43	TIME 1630	
North Battleford 4			M.A.		H.Q. FILE 1300-AS561		
A/C TYPE OXFORD		NO. AS561		CRASH CAT. Nil	S.E.	M.E.	DAY
						X	X
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
Sampson, G.G.		ACI	1479762	Mech	Injured		NO.
Thain, R.A.		LAC	B802913	PP	Uninj.		DATE
							D 14 (REVISED)
							NO.
							CHECKED
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS			
Cheetah X	A158103/21966 Nil		INST.	NIGHT	ON TYPE		TOTAL
	A178957/AS41038 Nil				SOLO	DUAL	SOLO

NAFA

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAY/RY
FATAL
INJ.
INJURY

RAF

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Cross country flight.

Nil

NATURE OF ACCIDENT:

Asked pilot if switches were "off" and he replied "yes", so mechanic turned the propellor to "suck in". Then asked pupil to pump throttles and mechanic turned propellor in clockwise direction to "suck in". While pilot was pumping throttles, mechanic told him that was enough, and then the engine fired once and hit mechanic in stomach. Pupil pilot apparently operated booster coil causing engine to fire before making sure crewman was clear.

CLASSIFICATION:

~~56. Propellor swinging.~~

Prop.

24

SECONDARY OR CONTRIBUTORY FACTORS:

~~17. Disobedience of Standing Orders.~~

DISOBEDIENCE OF ORDERS.

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COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2152.

Negligence of Pupil Pilot and disobedience of crewman who was not qualified in starting aero- engines.

Recommendations.

Starting regulations be published periodically in D.R.O.s

Conclusions of A.I.B.

Agree.

Note: Recommendations not concurred in. Considered adequately covered in C.A.P. 100.

ACTION TAKEN:

Pupil pilot awarded 7 days C.C. and log book endorsed.